

## CONSULTATION AND COORDINATION WITH OTHERS

The plans and policies of other public agencies in the San Francisco Bay region influence management and planning decisions for GGNRA/Point Reyes, and vice versa. The National Park Service has worked with all the following agencies in development of this plan, and their review of the plan is requested. The agencies that have been and continue to be most closely associated with park planning can be separated into the following categories.

### CO-MANAGERS

Currently, not all land within the park's boundary is managed by the National Park Service. Co-managers include the United States Army and Coast Guard, state and local park agencies, and two nonprofit groups.

Major portions of the recreation area are former United States Army lands, which were immediately transferred to the National Park Service upon establishment of the park. The act provides that the military can retain certain rights on portions of these lands, including areas within Fort Mason, the Presidio, and the Marin Headlands. The Presidio of San Francisco in its entirety and the eastern half of Fort Baker are included within the boundary of the park; however, they will remain under the jurisdiction of the Department of Defense until such time as that department determines that any substantial portion is excess to its needs. Two areas within the Presidio have been irrevocably permitted to the National Park Service for recreational use--45 acres of bayfront land at Crissy Field and 100 acres of land at Baker Beach. The act also provides that "reasonable public access" will be granted to the Secretary of the Interior at Horseshoe Bay in East Fort Baker "together with the right to construct and maintain such public service facilities as are necessary for the purposes of this act."

Many plan proposals, especially those related to transportation and access routes, will require coordination with the army. Also, many National Park Service proposals are dependent on gradual phaseout of various army operations in the Marin Headlands.

The act also specifies continued military use of the following facilities operated by the U.S. Coast Guard on lands within the national recreation area: Fort Point Coast Guard Station (by permit), Point Bonita, Point Diablo, Lime Point, and two areas of Point Reyes National Seashore.

Seven park units owned by the city and managed by the San Francisco Department of Recreation and Parks were included within the boundary of the southern portion of the recreation area, and were intended by the Congress for donation to the federal government. Six of these units (Fort Funston, Ocean Beach, Sutro Heights, Lands End, Fort Miley, and Aquatic Park) have already been transferred to the National Park Service, leaving only the Marina Green area still under city jurisdiction.

Nine units of the California State Park System totaling approximately 7,700 acres were also included in the recreation area boundary, and also intended for donation to the federal government. In July 1976, an act providing for the transfer of five of these units to the National Park Service was passed by the state legislature and signed by the governor. This act also allowed for the transfer of three additional units at the discretion of the governor, who has subsequently agreed to transfer two. This leaves Angel Island State Park, which can be transferred at the governor's discretion, and Mount Tamalpais State Park, which was completely excluded from the current act. Regardless of the status of the various state park units, it is clear that these parklands are an integral part of a cohesive coastal resource and should be managed and developed in close coordination with the lands now in federal ownership.

Although they are not specifically cited in the enabling legislation, hearing records show that two properties within the recreation area boundary were clearly intended by the Congress to be exempt from purchase as long as their use remains compatible with the purposes of the park. The Zen Center, a 106-acre tract along Route 1 immediately south of the community of Muir Beach, serves as headquarters for a religious organization, providing central living accommodations for about 25 people. In addition to their religious activities, truck farming constitutes the group's primary activity. Trails lead through the area, and visitors are welcomed. The Audubon Canyon Ranch is a 1,014-acre nature preserve owned and operated by a private nonprofit conservation organization. The purpose of the ranch is the protection and interpretation of important egret and heron rookeries located in the canyon.

#### BAY AREA PARK AND RECREATION AGENCIES

As the primary regional source of recreational opportunities, GGNRA/Point Reyes will be planned and managed as one element of a Bay Area park system. Therefore, regional supply and demand factors must be considered. This defines the second category of agencies exerting an influence on decisionmaking--other park planners and managers in the region, including not only San Francisco and Marin County Departments of Parks and Recreation

and the East Bay Regional Park District, but also the park departments of seven additional counties in the Bay Area as well as the California Department of Parks and Recreation.

Particular interrelationships occur where other public park areas are adjacent to the national parkland, as are the zoo and Golden Gate Park in San Francisco. The Marin Municipal Water District lands are also contiguous with GGNRA/Point Reyes and share common access roads and trail systems. The cross-Marin trail proposed by the county will pass through both county and national parklands.

Review by these agencies of national park proposals will define the role of GGNRA/Point Reyes in local, regional, and state park systems.

### REGIONAL PLANNING AGENCIES

The third category of organizations whose plans and policies exert an important influence on GGNRA are the several regional planning agencies of the Bay Area. The California Coastal Zone Commission and the Bay Conservation and Development Commission have both produced policies and guidelines for the proper use and development of the shoreline. These policies will be regarded as important constraints that will help guide all future considerations affecting the waters of the bay and ocean and the lands bordering them. Generally, policies of both commissions support recreational use as a priority for shoreline areas and do not appear to be in conflict with National Park Service policies. Similarly, the plans and recommendations of the Association of Bay Area Governments must be taken into account as a valuable consolidated regional attitude and articulation of needs toward such subjects as transportation systems, open space, and recreation facilities. Initial consultation with these agencies indicates general conformance of plans and policies; review of this plan will continue this coordination.

Additional consultation with the regional offices of the Environmental Protection Agency, U.S. Fish and Wildlife Service, California Regional Water Quality Control Board, Bay Area Pollution Control District, and the California Department of Fish and Game may be necessary to ensure compliance with environmental quality regulations and laws.

### LOCAL PLANNING AGENCIES

Two important local planning agencies are concerned with the park--the Marin County and San Francisco Planning Departments.

Parklands within GGNRA/Point Reyes comprise more than a third of the total land area and most of the coastline in Marin County, and all of San Francisco's oceanfront and most of its northern bay waterfront are part of GGNRA--which is especially significant in light of the city's peninsular nature and the aesthetic influence of the water. Also, two of the city's most well-known landmarks occur within the park--Alcatraz and (although it is owned and managed by others) the Golden Gate Bridge.

The master plan of the city of San Francisco is recognized for its influence on planning and management decisions. Additional projects of the city of San Francisco related to the park include a wastewater management plan and proposals to modify the Great Highway and establish connections between Golden Gate Park and Ocean Beach. A memorandum of understanding between the city and the National Park Service ensures their review of park proposals, particularly those related to transit systems, proposed construction, and sand incursion upon roadways adjacent to the park.

The General Plan for Marin County is a basic guide for coordination. In addition to this county plan, many communities adjacent to the park have articulated their needs and concerns in community plans that will affect decisions about park proposals. Major plan elements requiring coordination include transportation, trails, and visitor services. A memorandum of understanding between the National Park Service and Marin County specifies that both parties will consult with the other on all planning and management issues of mutual concern.

#### TRANSPORTATION AGENCIES

Perhaps the most critical park planning issue is transportation. Initial park legislation recognized this fact and specially funded a 2-year study, the Golden Gate Recreational Travel Study (GGRTS), to coordinate the ideas of numerous Bay Area and state transportation agencies. The proposals of this study have been incorporated into the transportation approach outlined in this plan.

The Metropolitan Transportation Commission is a regional planning agency that develops Bay Area transportation policies and reviews funding requests. Proposals related to park transportation will require their assistance as well as review by the local transportation departments of San Francisco and Marin Counties.

Roads within the park are maintained by numerous agencies. Proposals affecting these roadways could require assistance from the California State Department of Transportation (CALTRANS), and the Marin or San Francisco Department of Public Works.

The major Bay Area transit systems with park-serving potential are Golden Gate Transit for Marin, Municipal Railway (MUNI) for San Francisco, and Alameda-Contra Costa (AC) Transit for Alameda/Contra Costa Counties. Although Bay Area Rapid Transit and Southern Pacific Railway do not connect to the park, their scheduling may increase transit possibilities for East Bay and peninsula residents.

#### THE PUBLIC

Numerous groups and individuals have shaped this plan. Workshops with both organized groups and the general public were held from October 1974 to November 1975 to identify planning issues and citizens' feelings as to what topics the plan should address. Workshops recorded the preferences and feelings of about 10,000 people. All of the information gathered was considered in the development of the Assessment of Alternatives for the General Management Plan, which was distributed to the public in 1977.

The public was again asked to express their preferences in 1977; this time on the four alternatives expressed in the assessment and its summary, which received wide public distribution. Comments were gathered through hearings, letters, and worksheets from interested citizens. Some issues still remained to be resolved following analysis of responses to the assessment. The public and the GGNRA Citizens' Advisory Commission resolved these conflicts through additional discussions.

This plan, the final result of a planning effort that has relied heavily on public response, is also available for public review.